Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A harness slack take-up structure for taking-up a slack of a harness extended from a steering wheel, comprising:

a steering shaft to which the steering wheel is fixed;

a steering column that is configured to rotatably accommodate the steering shaft and that is configured to slide together with the steering shaft in a front/rear direction, wherein the harness extends from the steering wheel along the steering column, and wherein the slack of the harness has a first end and a second end;

a slack holder configured to contain the slack of the harness;

a movable part that is movable in the slack holder, and that is connected to the steering column and configured to slide with the steering column in the front-rear direction; ~~and~~

a fixed part fixed to the slack holder; and

a bracket supporting the steering column and movable in the front/rear direction, wherein the slack holder is fixed to the bracket,

wherein the first end of the slack engages a member of the movable part and the second end of the slack engages the fixed part, and

wherein the fixed part has an unimpeded line of sight to at least a portion of the movable part when the movable portion moves between an extreme frontward position and an extreme rearward position, and

wherein the fixed part and the member of the movable part continuously have the slack of the harness therebetween when the movable part moves between the extreme frontward position and the extreme rearward position.

2. (Previously Presented) The harness slack take-up structure of claim 1,

wherein the slack holder is fixed relative to a vehicle body,

wherein the distance between the extreme forward position and the extreme rearward position defines a moving range of the movable part, and

wherein the second end of the slack is fixed at a position offset from a central portion of the moving range of the movable part.

3. (Previously Presented) The harness slack take-up structure of claim 1, wherein the first end of the slack is zigzagged in the movable part.

4. (Previously Presented) The harness slack take-up structure of claim 2, wherein the first end of the slack is zigzagged in the movable part.

5. (Canceled).

6. (Withdrawn) The harness slack take-up structure of claim 1,

wherein the slack holder is fixed relative to the steering column;

wherein the movable part is a fixed shaft fixed to the slack holder;

wherein the fixed part is a movable shaft fixed relative to the vehicle body and is slidable along a long hole formed in the slack holder; and

wherein the fixed shaft is fixed at a position substantially corresponding to the center of a moving range of the movable shaft.

7. (Withdrawn – Currently Amended) The harness slack take-up structure of claim 6, wherein the slack is laid around the movable part and the fixed part in a four-leaved clover pattern drawn ~~drown~~ with a single stroke.

8. (Original) The harness slack take-up structure of claim 1, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

9. (Original) The harness slack take-up structure of claim 2, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

10. (Original) The harness slack take-up structure of claim 3, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

11. (Original) The harness slack take-up structure of claim 4, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

12. (Canceled).

13. (Withdrawn) The harness slack take-up structure of claim 6, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

14. (Withdrawn) The harness slack take-up structure of claim 8, wherein the inner cylinder has a guide to spirally guide the harness.

15. (Previously Presented) The harness slack take-up structure of claim 1, wherein the harness has a substantially circular cross-section.

16. (Currently Amended) A harness slack take-up structure comprising:

a harness;

a steering shaft that is configured to engage a steering wheel;

a steering column that is configured to rotatably accommodate the steering shaft and that is configured to slide together with the steering shaft in a front/rear direction, wherein the harness extends along the steering column and has a substantially round cross-section, and wherein a slack of the harness has a first end and a second end;

a slack holder configured to contain the slack of the harness;

a movable part that is: (a) movable in the slack holder; and (b) connected to the steering column and configured to slide with the steering column in the front-rear direction; ~~and~~

a fixed part fixed to the slack holder; and

a bracket supporting the steering column and movable in the front/rear direction, wherein the slack holder is fixed on the bracket,

wherein the first end of the slack engages a member of the movable part and the second end of the slack engages the fixed part,

wherein the fixed part and the member of the movable part continuously have the slack of the harness therebetween when the movable part moves between an extreme frontward position and an extreme rearward position.

17. (Previously Presented) The harness slack take-up structure of claim 16,

wherein the slack holder is fixed relative to a vehicle body,

wherein the distance between the extreme forward position and the extreme rearward position defines a moving range of the movable part, and

wherein the second end of the slack is fixed at a position offset from a central portion of the moving range of the movable part.

18. (Previously Presented) The harness slack take-up structure of claim 16, wherein the first end of the slack is zigzagged in the movable part.

19. (Previously Presented) The harness slack take-up structure of claim 17, wherein the first end of the slack is zigzagged in the movable part.

20. (Previously Presented) The harness slack take-up structure of claim 16, wherein the movable part and the fixed part are arranged to always face each other with the slack between them.

21. (Previously Presented) The harness slack take-up structure of claim 16, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

22. (Previously Presented) The harness slack take-up structure of claim 16, wherein the fixed part has an unimpeded line of sight to at least a portion of the movable part when

the movable portion moves between the extreme frontward position and the extreme rearward position.